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16,719

HONGKONG, WEDNESDAY, NOVEMBER 29th, 1911.

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Hongkong, 25th November, 1911.

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## The Daily Press.

HONGKONG, NOVEMBER 29TH, 1911.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE REVOLUTION.

## IMPERIALISTS RE-OCCUPY

## HANYANG.

## REBELS FLEEING IN DISORDER.

SHANGHAI, November 28th.

Consular dispatches from Hankow

via Peking state that the Imperial-

ists are in full possession of Hanyang

and that the rebels are fleeing in

disorder.

## DESPERATE FIGHT: ENORMOUS

## LOSSES.

LONDON, November 28th.

Reuter's correspondent at Hankow

mentions that there was prolonged

and desperate fighting and that the

rebels, who suffered enormous losses,

fled to Wuchang.

## ARSENAL RE-TAKEN.

TOKYO, November 28th.

Admiral Kawashima reports that

the Arsenal at Hanyang was seized

by the Imperialists on the 27th inst.

A Chinese was arrested on Monday last in the

act of taking twenty tons of opium on board the

steamer Changsha. He was brought before Mr.

Irving at the Magistracy yesterday and fined

\$500 or three months' imprisonment.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## RECENT ANGLO-GERMAN

## RELATIONS.

## FULL STATEMENT BY SIR

## EDWARD GREY.

LONDON, Nov. 27.

The House of Commons was crowded

this afternoon in view of Sir Edward Grey's

momentous pronouncement on foreign

affairs. The House presented an animated

appearance, there being many distinguished

personages in the galleries, including Am-

bassadors, Peers and officials.

Sir Edward Grey, on rising, received an

ovation. He said: Herr Kiderlen-Waechter

has already made not a complete but a large

disclosure of what passed in conversation

between Count Metternich in London and

myself. In diplomatic procedure it is very

unusual to make public an account of con-

versations without first consulting the

other party to them. In this case I know

nothing until I read the published account.

I understand that the exigencies of the

situation in Germany have led to this im-

possible for me to be a neutral. I am not making

any complaint as to that, but it has laid

upon me the necessity of disclosing what I

think it is necessary to put before the

House as to the part which we took.

Herr Bethmann-Hollweg and Herr

Kiderlen-Waechter had already disposed of

one misapprehension. It has been imagined

in some quarters that Germany had pre-

tended to force French action in going to

Foz at all, and that France had persisted

in going there in the face of the German

protest. The German Government have

explained what the German view really

was. I have no comment or criticism to

make upon it. My narrative shall there-

fore date from July 1st. On that day

Count Metternich came to the Foreign Office

and made the following communication:—

"Some German firms established in South

Morocco, notably at Agadir and in the

vicinity have been alarmed by certain re-

ports which have been made among local

tribes, due to some recent occurrences

in other parts of the country. The firms

have applied to the Imperial Govern-

ment for protection of the lives of

their employees and their property.

At their request the Imperial Government

has decided to send a warship to Agadir

to lend help and assistance in case of need

to their subjects and employees as well as

to protect important German interests in the

territory in question. As soon as the state

of affairs in Morocco has resumed its former

quiet aspect, the ship charged with this

protective mission shall leave Agadir."

The Panther was then on its way to

Agadir, but more was in the Ambassa-

dor's explanation than accompanied this

statement. This communication was

accompanied by an explanation which

made it clear that the German Government

made it clear that the return to the status quo

in Morocco as doubtful, if not impossible,

and that what they contemplated was a

definite solution of the Moroccan question

between Germany, France and Spain. The

communication was made on a Saturday.

The inference from it was that the real

situation was that the German Govern-

ment was not prepared to accept the

status quo in Morocco. We were of

opinion that a new situation had been

created by the dispatch of a German ship

to Agadir, future developments might affect

British interests more directly than they

had hitherto been affected and therefore

we could not recognise any new arrange-

ments that might be come to without

consulting us. I made it quite clear that

this communication and the exact words which

I used were those of the Government.

After that there was a period of silence.

Count Metternich was not instructed to

make any comment to me regarding my

communication, and I received no in-

formation from the German Government as

to what their aims or desires were, or as to

what they had in mind when they spoke of

a definite solution of the Moroccan problem.

That was really the important question.

Some information reached us leading us to

apprehend that the settlement contemplated

by Germany might mean a partition of

Morocco, arrived at by negotiations to

which it was not intended that we should

be a party. It is quite true that we dis-

interested ourselves in Morocco politically

in the Agreement of 1904 with France, but

in making that Agreement the late British

Government stipulated for certain economic

and strategic conditions. These might

have been disturbed by the new settlement

regarding Morocco, and that was why we

were uneasy as to what might take place.

The British Ambassador in Berlin saw Herr

Kiderlen-Waechter on July 12th on minor

matters and he put a question respecting

a report of conversation a *trois* between

made, demands which were in effect not

a rectification of the frontier but a cession

of the French Congo which it was obviously

impossible for the French to concede.

I had heard that the negotiations were

still proceeding and still hoped they might

lead to a satisfactory result, but it must be

understood that if they were unsuccessful

a very embarrassing situation would arise.

I pointed out to Count Metternich that the

Germans were in the closest point of Agadir,

that according to native rumours they were

landed and negotiating with the tribes so

that for all we knew they might be acquir-

ing concessions there, and that even the

German flag might have been hoisted at

that coast for a naval base. We could

not say to what extent the situation might

be altered to our disadvantage, and if the

negotiations with France came to nothing

we should be obliged to do something to

watch over British interests and to become

a party to the discussion of the matter.

The longer Germans remained at Agadir

the greater would be the risk of their develop-

ing a state of affairs which would make it

more difficult for them to withdraw and

more necessary for us to take some step to

protect British interests. I wished to

say all this now while we were still waiting

in the hope that the negotiations with

France would succeed. For if I did say

this now it would cause resentment later if

Germany had been led to suppose by my

previous silence that we did not take an

interest in the matter.

Count Metternich was unable to give me

any information but deprecated the assump-

tion that what I had sketched as a possible

There the matter remained until July 27th,

and then Count Metternich made me the

following communication:—We trust that

Sir Edward Grey, by our very open and

conviction that do not touch British inter-

ests. We trust to the Minister's great

loyalty that he has so often shown that he

will find it possible to state this fact in

Parliament without, however, giving details

of our confidential communication. We

acknowledge with pleasure that the minister

has stated that this will prove most helpful

to the progress of the negotiations. Having

in view, however, the wish expressed by Sir

Edward Grey we cannot quite see how he

can in the present state of public opinion

describe our demands as obviously impos-

sible, without knowing what we on our side

had the intention to offer to France in the

political and colonial territorial field. It is

not possible, having regard to the pledge of

secrecy we have given, to enter into details

but as the territories to be eventually

exchanged are exclusively German and

French, we do not believe that special

English interests will be touched, and it

seems advisable to leave it to the two parties

immediately concerned to form an estimate

of the value of the objects to be eventually

exchanged. Adverse criticism from the

English side must obviously render the

negotiations more difficult. On the other

hand a public statement that England

would be pleased to see the successful con-

clusion of the Franco-German proposals

would have a most beneficial influence on

the auspicious result for which we most ear-

nestly hope. We most seriously wish to

diminish any points of friction with France

would do that, but still there was the

possibility that the negotiations might be

broken off, though personally I never re-

garded it as a probability. Now, however, the

negotiations have been satisfactorily ter-

minated, and I need only deal briefly with

what would have been the position had

there been a deadlock. The next step in

such circumstances, would have been

for some Power, a party to the treaty

of Algiers, to propose a conference.

At the time anxiety was felt, a reply re-

ceived from Germany pointed to the fact

that they would not be agreeable to a con-

ference. That was why the anxiety was

created; but supposing a conference had been

proposed and Germany had not agreed

thereto, what would have been the situation

then? You would have had France, Ger-

many, and Spain in occupation of parts of

Morocco. You would have had three coun-

tries making agreements on questions to

which we had not been made party, and

probably making agreements which we could

not recognise in settlement until we had

been consulted. Therefore, you see that at

the time the anxiety was felt negotiations

were developing towards the most delicate

diplomatic situation. I hope my statement

as to the events which occurred will remove

any apprehensions. That statement is the

truth of the actual facts as they existed, and

in view of these facts there is now no pros-

pect of war. The statement ought to have

a quietening influence and ought to act as a

relaxation to those who had become alarmed.

Turning to foreign policy generally, he said

he thought the wisest policy for



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THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, 25th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, \$12 MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials of the Government of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Offices of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points: Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 5th Jan. at 1 P.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 2nd Feb. at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 5th Jan., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via New York ..... £25

HONGKONG TO SAN FRANCISCO ..... £25

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

## REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

STRAHLTON 21st Nov. RYGAJA ..... 2nd Dec.

ORTERIC ..... 5th Dec. SUVERIC ..... 14th Dec.

RYGAJA ..... 20th Dec. NUMERIC ..... 3rd Jan.

SUVERIC ..... 9th Jan.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

King's Building, Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL.

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNFRIE" ..... 3,000 tons ..... to be despatched End January, 1912.

S.S. "KATANGA" ..... 5,600 tons ..... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAPANESE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: From COLOMBO: 10th December.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

Next Departure. From CALCUTTA: End November.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 31st October, 1911.

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# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

MANILA, YAP, MARONI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.

KOBE and YOKOHAMA.

KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th November, 1911.

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD, BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP "GOEBEN" 17,000 tons ON FEBRUARY 6TH.

STEAMSHIP "DERFFLINGER" 17,300 " ON FEBRUARY 21ST.

STEAMSHIP "PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 5TH.

STEAMSHIP "YOROK" 17,000 " ON MARCH 20TH.

STEAMSHIP "PRINZESS ALICE" 20,300 " ON APRIL 2ND.

STEAMSHIP "LUETZOW" 17,300 " ON APRIL 17TH.

STEAMSHIP "KLEIST" 17,000 " ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

## PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO 4000 M. C. Smith Manila, Cebu & Iloilo

RUBI 4000 S. Crosby Manila, Cebu & Iloilo On 30th Nov., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers

Hongkong, 27th November, 1911. PHILIPPINES S.S. Co.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CEYLON" 9,000 About 2nd December

KOBE & MOJI "CANTON" 6,500 About 8th Dec. 1912

For Freight and Further Particulars, apply to Telephone No. 171.

OLOF WIK & CO., CHINA AGENTS, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong, From St. John.

"EMPRESS OF JAPAN" Sat., 2nd Dec. "EMPRESS OF BRITAIN" Fri., 29th Dec.

"MONTEAGLE" Saturday, 30th Dec. 1912

"EMPRESS OF INDIA" Sat., 27th Jan. "EMPRESS OF IRELAND" Fri., 23rd Feb.

"EMPRESS OF JAPAN" Sat., 24th Feb. "EMPRESS OF BRITAIN" Fri., 2nd Mar.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, B.C. Connecting at VANCOUVER with a Mail

Express, and at ST. JOHN with the Company's Fast Mail "EMPRESS" Steamships.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Intermediate (on Steamers) ..... £43 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" as via Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Member

of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China

Corner Pedder Street and Praya opposite Blake Pier.

## MAIL NOTICE

FOR	FROM	DATE
Singapore, Amoy, Takao and Aomori	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Bangkok	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.

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# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	MARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. F. E. Andrews, R.N.	10 am 30th Nov.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer	About 8th Dec.	Freight and Passage.
LONDON via USUAL PORTS (ASSAYE, OF GAIL)	ASSAYE Capt. G. W. Cookman, R.N.	Noon 9th Dec.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th November, 1911.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, ZAMEOANGA & AUS- TRALIAN PORTS	CHANGSHA	On 28th Nov., 3 P.M.
WEIHAWEI & TIENTSIN	HUICHOW	On 28th Nov., 4 P.M.
MANILA, CEBU & ILOILO	TEAM	On 28th Nov., 4 P.M.
TSINGTAU & CHEFOO	TAMSUI	On 29th Nov., 4 P.M.
HOIHOW & HAIPHONG	SINGAN	On 30th Nov., 4 P.M.
SHANGHAI	CHENAN	On 30th Nov., 4 P.M.
SHANGHAI	CHINHUA	Saturday, 2nd Dec., Midnight.
MANILA, CEBU & ILOILO	KAIFONG	Tuesday, 5th Dec., 4 P.M.
SHANGHAI	CHINHUA	Thursday, 7th Dec., 4 P.M.
SHANGHAI	ANHUI	Thursday, 7th Dec., Midnight.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAM" and "TAMING".  
Saloon accommodation—A midships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommoda-  
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,  
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through  
Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
morning sailings. A 50's launch leaves Murray Pier at 10 o'clock every SATURDAY.  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
the transshipment at Wootung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 18th November, 1911.

BUTTERFIELD &amp; SWIRE.

AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	MAUSANG	Friday, 22nd Dec., Noon.
MANILA	YUENSANG	Saturday, 19th Dec., 2 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Friday, 1st Dec., Noon.
MANILA	LOONGSANG	Saturday, 2nd Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Tuesday, 5th Dec., 3 P.M.
SHANGHAI	KWANGSANG	On 3rd Dec., daylight.
KOBE and MOJI	YATSHING	Sunday, 3rd Dec., Daylight.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOORSANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-  
out with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo,  
Pian and Newchwang.

Taking Cargo on through Bills of Lading to Kradat, Lahad, Datu, Simporna, Tawao,  
Gunkun, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to

JARDINE, MATTHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 18th November, 1911.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES;

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British  
Ports: also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
02 SHANGHAI, KOBE & YOKOHAMA	S.S. DORTMUND	5th Dec.
	S.S. SEGORIA	14th Dec.
	S.S. SILEZIA	27th Dec.
	S.S. AMBRIA	10th Jan.
	S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 17th November, 1911.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

(AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Roush	FRIDAY, 8th Dec., at 11 A.M.
"HAIFANG"	Capt. J. W. Evans	

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 3rd Dec. at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—

DOUGLAS, LARRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 16th November, 1911.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO  
to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC  
LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912

The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN  
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA  
and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens,  
will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI,  
KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO, AT MANZANILLO  
and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN,  
PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and  
HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG.

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£36-10-0
To NEW YORK	£40-0-0
To LONDON via NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by  
Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United  
States, Canada and Europe, on terms which may be obtained from the undersigned.  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent  
cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with  
Turbine Engines and Triple Screw. Record Speed 21½ knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.The Co.'s Newly Built Steamers have fair speed. Superior accommodation for cargo;  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKO- HAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov. at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 12th Dec., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 9th Jan. at 11 A.M. 1912.

TAMSIU via SWATOW

and AMOY

FOOCHOW via SWATOW

and AMOY

TAMSIU via SWATOW

and AMOY

"DAIGI MARU"

"CHOSHUN MARU"

"DAIJIN MARU"

SUNDAY, 3rd  
Dec. at 10 A.M.For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's BuildingsS. HIROL,  
MANAGER

71-73

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Cuisant.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 6th DEC., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
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MARSEILLES, LONDON and

ANTWERP, via SINGA-  
PORE, PENANG COLOMBO,  
SUZUKI and PORT SAID

HITACHI MARU

Capt. T. Yamawaki, 7,000

WED'DAY, 6th  
Dec., at Daylight

MIYASAKI MARU

Capt. T. Murai, 9,000

WED'DAY, 20th  
Dec., at Daylight

KAWACHI MARU

Capt. H. Petersen, 7,000

THURSDAY 21st  
Dec.

KAMAKURA MARU

Capt. H. Kon, 7,000

SATURDAY, 30th  
Dec., from Kobe

INABA MARU

Capt. S. Tomioka, 7,000

FRIDAY, 8th  
Dec., at Noon

TAMBA MARU

Capt. K. Noda, 7,000

TUESDAY, 2nd  
Jan., at Noon

NIKKO MARU

Capt. M. Yagi, 6,000

THURSDAY 21st  
Dec., at Noon

KUMANO MARU

Capt. M. Winkler, 6,000

FRIDAY, 19th  
Jan., at Noon

HIROSHIMA MARU

Capt. Hirose, 4,000

WED'DAY, 29th  
November

HAKATA MARU

Capt. H. Nomura, 7,000

TUESDAY 28th  
November

COLOMBO MARU

Capt. J. Teranaka, 5,000

WED'DAY, 6th  
Dec., at Noon

IYO MARU

Capt. R. Takeda, 7,000

THURSDAY 7th  
Dec., at Noon

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, Cargo only

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, Dec. 2nd

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
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TANGO MARU

K. Kawara, 8,000

February 14th

KAMO

F. L. Sommer, 9,000

February 28th

AKI

K. Homma, 9,000

March 13th

MISHIMA

A. G. Minna, 9,000

March 27th

KAGA

M. Hagino, 9,000

April 10th

ATSUTA

Wm. Thompson, 9,000

April 24th

HITACHI

T. Yamawaki, 7,000

May 8th

MIYASAKI

T. Murai, 9,000

May 22nd

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
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INABA MARU

S. Tomioka, 7,000

February 27th

TAMBA

K. Noda, 7,000

March 26th

SANUKI

T. Iizawa, 7,000

April 9th

AWA

S. Tomioka, 7,000

April 23rd

INABA

S. Tomioka, 7,000

May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

(1061-14-40)

## PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
Colombo		MARSEILLES & LONDON		